

PATENT ABSTRACTS OF JAPAN

(11)Publication number :

03-104778

(43)Date of publication of application : 01.05.1991

(51)Int.CI.

B62D 5/04

B62D 6/00

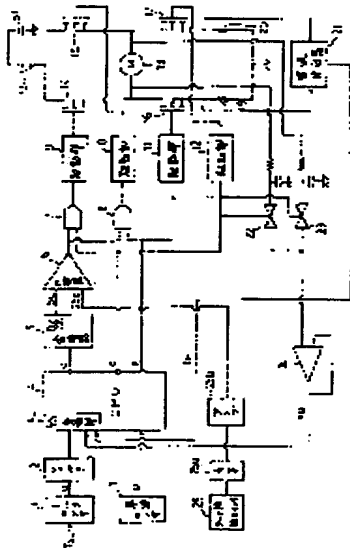
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(54) CONTROL METHOD FOR FULL ELECTRIC POWER STEERING DEVICE



(57)Abstract:

PURPOSE: To suppress the cost resulting from provision of sensor and eliminate increase of the man-hours for the same purpose by calculating the thrust force of the rack shaft of a gear box, controlling the output of a motor with this thrust force, and thereby eliminating a thrust force sensor.

CONSTITUTION: A torque signal (a) is entered into an A/D conversion part 4a of a CPU 4, while a car speed signal (b) is input directly to a CPU 4. From the signals (a), (b) the CPU 4 determines a rack thrust force value (c) as

a command value from a map of the rack thrust force vs. torque, gives it to a D/A converter 5, and emits a right signal (d) and a left signal (e) for determination of the motor rotating direction. An analogous rack thrust force value 5c given by this D/A converter 5 is compared by a comparator 6 with a rack thrust force value 25c which was fed from a rack shaft thrust

force sensor 25 via a filter 25a and an amplifier 25b. When the value 5c is greater than the value 25c, a signal of '1' is given from an And circuit 7, and a driver part 9 drives a transistor 14 while another driver part 12 drives a transistor 17. Thus the motor 18 is rotated to the right.

LEGAL STATUS

[Date of request for examination]

[Date of sending the examiner's
decision of rejection]

[Kind of final disposal of application
other than the examiner's decision of
rejection or application converted
registration]

[Date of final disposal for
application]

[Patent number]

[Date of registration]

[Number of appeal against examiner's
decision of rejection]

[Date of requesting appeal against
examiner's decision of rejection]

[Date of extinction of right]